

ENTENTE'S PLANS FOR WHOLESALE DRIVE BALKED, IS GERMAN VIEW

Recent Military Survey Declares Kaiser's Armies Have Forestalled Much-heralded Allied Offensive.

SAYS RUSSIANS AND ITALIANS HAVE FAILED

Only One Attack on Eastern Front Against Teutons Has Brought Results, Is Contention of Expert.

(Associated Press Correspondence.) Berlin, May 14.—The "far-reaching significance" of the spring operations on the western front has, from a German point of view, been the fact that while the entente allies had planned a general onset this spring, the German armies anticipated them, and threw their plans "topsy-turvy," according to a general military survey which is published in the German press and which has evidently emanated from official quarters.

"Our enemies had been preparing for this general onset with all the resources at their disposal," says the German summary, "and they have never ceased telling us their resources were inexhaustible. Feeling certain of victory in advance, they had herded their initiative before their own people and everybody else. The German armies, however, anticipated them and threw their well-matched plan topsy-turvy."

Allied Offensive Forestalled.

"Their operations as seen from the German side, consisted partly of offensive and partly of defensive battles, yet they are all characterized by the one uniform feature—namely, that a German spring offensive has come instead of the offensive planned by the enemy."

"The attacks of the Russians and the Italians at the same time 'are only in a tactical sense offensive. They are really defensive operations on the largest scale. That finds expression in the very term relieving offensive, which has the merit of being ornamental and pretty, but also clearly intelligible. 'Relieving offensive' is an offensive act with a defensive purpose."

Effect on Morale.

"What this means in its effects upon the morale of the troops can be fully comprehended only by a man who has himself taken part in this fighting. The words 'we are advancing' exercise a magical charm upon the German troops; they throw a spell over every branch of the gigantic organism of our army. 'We are going to attack'—and every man feels proud and happy to do his share, even though his own section be assigned to mere defensive duty. The Germans fighting on the east front, conscious of the fact that we are dictating the character of the fighting, are just as much inspired by the offensive spirit in heroically resisting the onsets of the Russians en masse as their comrades. Precisely the troops fighting in Russia, who enjoyed the good fortune last summer of pressing forward incessantly and wresting enormous stretches of territory from the Russian colossus, are now looking on without envy at the attacks of their comrades in the west, after these had for so long been condemned to the self-sacrificing task of trench warfare."

The survey takes up in detail the various operations on the western front, but covers the operations only up to April 1 and gives but little further information than has been contained in the official communiques and other dispatches.

Thinks English Inactive.

Referring in a general way to the battles of the Meuse, it declares that the most important result was that French troops were relieved by the English from Armentieres to Arras, and in the last third of March still further southward to the Somme. "But," the report adds, "the substituted troops have not developed any considerable activity. Neither have the English made the slightest attempt to relieve the strain upon their hard-pressed ally by making an attack upon their own account."

The other two allies of the French—the Russians and Italians—made more earnest efforts to support their ally, says the survey, and it sums up what these operations were as follows:

Russian Attacks Fail.

"Before the German east front there were observed since March 1, troops in motion which announced the beginning of heavy attacks at

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The most economical, cleansing and germicidal of all antiseptics is

Paxtine

A soluble Antiseptic Powder to be dissolved in water as needed. As a medicinal antiseptic for douches in treating catarrh, inflammation or ulceration of nose, throat, and that caused by feminine ills it has no equal. For ten years the Lydia E. Pinkham Medicine Co. has recommended Paxtine in their private correspondence with women, which proves its superiority. Women who have been cured say it is "worth its weight in gold." At drugists, 50c. large box, or by mail, The Paxton Toilet Co., Boston, Mass.

BUSINESS MEN OF CLOVIS DINE AND SCHEME FOR CITY

Get Together Banquet in Eastern New Mexico One of the Most Successful Ever Given in Sunshine State.

(SPECIAL CORRESPONDENCE TO MORNING JOURNAL.) Clovis, N. M., May 14.—A hundred and twenty-five citizens of Clovis, including a few visitors from Farwell and Melrose, Friday night sat down to the chamber of commerce banquet in the Elks' auditorium here, the banquet being served by the ladies of the Methodist church. After the banquet had been done proper justice, President Claude Miller of the chamber of commerce, acting as toastmaster, introduced the first speaker of the evening, G. W. Harrison, of Farwell, Tex.

Mr. Harrison, himself a banker, was assigned the subject of the bankers' convention, which meets here June 6 and 7. He stated that this was not in reality a bankers' convention, but a get-together convention, where the men who have money to loan could meet the men who want to borrow money; that the gathering would be important to every citizen of Curry county and surrounding country. Because it would bring men of wealth here, show them our resources and help to establish our credit.

For City Beautiful.

"City Improvement" was the subject assigned to Dr. A. L. Dillon. The doctor advocated a campaign of cleaning up the city, laying out parks, planting flowers and gardens on vacant lots, paving Main street and a new high school building.

Judge J. D. Hamlin, of Farwell, spoke on the subject, "We Are Up On Top of the World." "This is a good country to live in," said Mr. Hamlin. "It is the land of opportunity. We have a climate and water that are the envy of all people not so fortunately situated. We have mild, open winters, enabling us to live comfortably in a shack or un-sealed house, if need be. We have a soil of great fertility. We have healthy country, free from malaria and mosquitoes." The judge also complimented the people of Clovis on the progress they are making in beautifying the city.

The Stock Industry.

Alex Shiple spoke of "Curry County as a Stock Raising Country." Mr. Shiple, formerly a stockman, but now a banker and stockman, is a great believer in the stock industry, coupled with farming. He said there had been fifty or sixty carloads of hogs shipped out of this county in the past year which, at a conservative estimate, brought \$75,000. One business concern operating here and at Melrose, had shipped out 200,000 bushels of grain, while others buyers had shipped 100,000 bushels. Four years ago there were not over 5,000 head of cattle in Curry county, while now there are 25,000. He told of one man who started in nine years ago with two cows. He now had, as the offspring of these cows, forty-one head, and has sold \$200 worth in the meantime. Raise grain and feed it to stock is Mr. Shiple's motto.

Cash Ramey spoke on "Our Growth." Mr. Ramey is a great believer in Curry county and advocated the planting of more wheat, and proceeded to prove by government statistics covering a period of thirty years that we generally have rain enough here in August and September to start the wheat off nicely, and after that there is seldom any doubt about having enough moisture to bring the wheat through to harvest in good shape. Raising wheat will, of course, make the country prosperous and as the country prospers, so will Clovis.

Richardson on Future.

Judge G. A. Richardson, of Roswell, spoke on the subject "Our Future." Taking his tip no doubt from what Mr. Shiple had previously said about the showing made by the farmer with two cows, the judge said he knew a man down in the Pecos valley who had that record beat. This man started in with two head of work steers and in five years he had accumulated 200 head of cattle. "I do not think you know what you have in Curry county," said the judge. "I do not think you realize the future of Clovis. I took a trip not long since covering a radius of a few miles from Clovis. In that portion of Curry county there is a domain in which there is a wonderful wealth and fertility. That land alone, developed, will make Clovis a city of 25,000 people. Then when you stretch out forty miles or more to the north what may you expect when you place farmers on that land? And another thing that will help you, will help us all, is in being for New Mexico. It is estimated that last year the people of New Mexico spent \$1,000,000 in transportation to California and on the California playgrounds.

"In New Mexico there are plenty of places and beauty spots just as attractive as any in California, and yet our people do not know it; we do not attempt to capitalize them. I do not intend to support any man for public office in New Mexico who is not for New Mexico, and there will be no more senators from Texas representing New Mexico with my consent, and there will be no more boys appointed to Annapolis or West Point by a Texas-New Mexico senator, when we have boys in New Mexico who are just as capable and worthy to fill these positions. If we will be 'at home' in Clovis, in Curry county; in Roswell, in Chaves county, and all over this state, the future of New Mexico and the future of Clovis is assured."

Sam Bratton of Clovis closed the program with a talk on "Co-operation," in which he urged the citizens of Clovis to get together and work with the chamber of commerce for the upbuilding of the city.

During the evening the Misses Lorena Connelley and Mary Jo Welch rendered several vocal solos, which were much enjoyed by the banqueters.

The banquet was the most successful gathering of the kind ever held here and much good is expected to result from it.

Wright on Mexican Border.

Santa Fe, May 14.—It will be news to most New Mexicans, even those living near the border, that Harold Bell Wright, author of the "Winning of Barbara Worth," and other almost as well known novels, has been making his home the past few weeks on the Mexican border, some thirty miles east of Columbus. He is there writing a new novel which he has given the title of "When a Man's a Man," a New Mexico romance dealing with the eternal woman question. He has built a road to his tents, which are located in a clump of Joshua cactus, mesquite and sagebrush and in which he killed twenty-six Gila monsters and fifty-nine rattlesnakes. Wright has fortified the hill and four long-range rifles with 1,000 rounds of ammunition protect the only trail by which the camp is approached against Mexican marauders.

Mine Cast on Dutch Coast.

Berlin, May 14 (Via Wireless to Sayville).—It is reported from Amsterdam that in April ninety mines were cast upon the Dutch coast, the overseas news agency says. "Of these fifty were British, three French, thirteen German and the remainder of unknown nationality. Since the beginning of the war 1,914 mines have been found on the Dutch coast, including 535 British, sixty-one French and 198 German."

Casement's Companion Arrested.

Dublin, May 15.—The man who accompanied Sir Roger Casement ashore from a German submarine at Tralace, and escaped when Sir Roger was arrested, has been captured.

Mexican Raid Rumored.

El Paso, Tex., May 14.—Private messages received here tonight from Sierra Blanca said that reports had been received there that a force of Mexicans were marching on the town. Sierra Blanca is about 100 miles east of El Paso and approximately thirty miles from the border. No verification was obtainable.

RASMUSSEN DUE TO REACH NORTH STAR BAY TODAY

Relief Party Headed by Danish Explorer Should Soon Find Party of Scientists Marooned in Arctic Regions.

(BY MORNING JOURNAL SPECIAL LEARNED WIRE.) New York, May 14.—Knut Rasmussen, the Danish explorer, is due tomorrow with his ship, the Kap York, at Thule, North Star bay, where Dr. Edmund C. Hovey, of the American Museum of Natural History, leader of the Crocker relief expedition, is marooned with his companions in the ice, according to letters received here from Rasmussen's wife. It was announced tonight.

The Crockerland expedition sailed from New York on the whaling ship Diana on July 2, 1913, under the auspices of the American Museum of Natural History and the American Geographical society, in co-operation with the University of Illinois. Its object was to settle the existence of a vast continent supposedly lying in the Arctic ocean between the north American continent and the pole.

In charge of this expedition was Donald H. MacMillan. Word was last received from him in the fall of 1915. Mr. Hovey then sailed to the relief of the MacMillan party.

Journey by Sledge.

According to the letters, if Rasmussen fails to reach Thule by May 15, he will leave the Kap York and start off on dog sledges and by forced marches proceed through the Danish colonies and on to Upernivik. By this mode of travel he expects to reach Thule early enough to make his way over the inland sea by the last of June.

Upon reaching Thule, Rasmussen plans to fit his party for a dash over the ice to Pearyland, where he plans to remain until August. He intends



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to make his return over the inland ice during August and reach Thule about September 1, where the Kap York will remain for his party. The distance he expects to travel over the ice by sledges is about 2,000 miles. After reaching Thule, it is his intention to put both the MacMillan and Hovey parties aboard, if he locates them, and sail for home.

Greek Fiscal Measures Completed.

Athens, May 13 (Via Paris, May 14, 11:47 a. m.).—The government has completed the fiscal measures which will be presented to the chamber of commerce on Monday in an effort to relieve the present serious financial situation. In addition to the projected internal loan and the plan for issuance of 30,000,000 drachmas of unsupported paper, the measures provide for a graduated tax on the net profits of shippers, a levy of 10 per cent on exports of tobacco and taxes on hotels, mills and other businesses.

Ninety-six Ships Sunk.

Berlin, May 14 (Via London, May 15).—An official announcement issued today says that during the month of April ninety-six hostile merchantmen of 225,000 tons, have been sunk by German and Austro-Hungarian submarines or mines.

Strikers Will Return to Work.

New Kensington, Pa., May 14.—Striking employees of the Aluminum company of America at a meeting here today voted to return to work tomorrow. The plant employs 2,000 men.

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More Than Two-thirds Across the Continent.
NEW YORK →

1819 Miles in 24 Hours

by a **Hudson Super-Six**

An Endurance Record Never Matched By Any Traveling Machine

No man today—if he knows the facts—doubts the Super-Six supremacy.

At first the truth seemed like a romance. Think of one new invention, applied to a light six, adding 80 per cent to its power.

Then official records began to pile up, certified by the A. A. A. The whole motoring world then had to concede this the greatest motor built.

But many men asked, "What about the endurance? Can a motor so flexible, so speedy, so powerful, stand up in years of road use?"

So we asked Ralph Mulford to take a stock Super-Six chassis and, under official supervision, show the world its endurance.

All Records Broken

He took a Super-Six stock chassis—certified by A. A. A. officials.

It had already been driven over 2000 miles at speed exceeding 80 miles per hour.

It had made a mile at Daytona at the rate of 102.53 miles per hour.

And he drove that car 1819 miles, equal to the distance from New York to Denver, in 24 hours of continuous driving—at an average speed of 75.8 miles per hour.

At the end of that test—after nearly 1000 miles of record-breaking strain—the car when officially examined showed no appreciable wear.

The best previous 24-hour record for an American stock car was 1196 miles. The Super-Six beat that by 52 per cent.

The best foreign-car record for 24 hours is 1581 miles. But that wasn't a stock car. The Super-Six beat that by 15 per cent.

How Long Will It Last?

It will be many years from now before we can tell you how long a Hudson Super-Six will last.

But the records we cite cover the greatest strains a motor car ever met. Many a great engine has gone to pieces under far lesser strain. Years of ordinary driving would never tax a

motor like those thousands of miles of speed tests. Yet the wear was almost nothing.

Certain it is that no man has ever built a traveling machine to compare with this car in endurance.

Endurance Proved

That was a last question—this one of endurance. In all other ways it has long been evident that the Super-Six stands supreme.

Never has a motor of this size shown anywhere near such power. Never was an engine made to match this in smoothness. Never has a stock car recorded equal performance—in hill-climbing, quick acceleration or speed.

Handsomer cars have never been shown. Finer engineering is simply unthinkable, with Howard E. Coffin at the head of this department.

You are getting the car of the day when you get the Super-Six. Every man who knows the facts knows that. And, in view of our patents, rivalry is impossible.

No Need to Wait

It is natural to say, "Let us wait and see" when we meet such radical advancements. We think that nothing can excel in so many ways without falling behind in one.

But not one fact about the Super-Six is left unproved today. Not in one respect has its performance been matched. Not in any way has a rival motor been made to compare with this.

There is no need to wait to get the verdict on the Super-Six. The records prove the Super-Six supreme. A half-hour's ride without those records would convince any man of the fact.

Thousands of these cars are now running. You will find them in every locality. And every owner will tell you that he never meets a car to compare with his, in looks or performance.

These are things to consider when you buy a car.

HUDSON MOTOR CAR COMPANY, Detroit, Mich.

Unrivalled Records Made by the Super-Six

All made under A. A. A. supervision, by a certified stock car or stock chassis, and exceeding all former stock cars in these tests.

100 miles in 80 min., 21.8 sec., averaging 74.67 miles per hour for a 7-passenger touring car with driver and passenger.

75.69 miles in one hour with driver and passenger in a 7-passenger touring car.

Standing start to 50 miles an hour in 16.2 sec.

One mile at the rate of 102.53 miles per hour.

1819 miles in 24 hours at average speed of 75.8 miles per hour.

Over 3800 miles at speed exceeding 75 miles per hour without evident wear on any engine part.

Phaeton, 7-passenger, ...	\$1475
Roadster, 3-passenger, ...	1175
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Touring Sedan, ...	2000
Companion Roadster, 4-passenger, ...	1525
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